

THE RIO NEWS

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NUMBER 12

BRAZILIAN RAILWAYS

III.

The present Minister of Agriculture, Commerce and Public Works, Conselheiro João Lins Vieira Cansanção de Sinimbu, in his last annual report to the Chamber of Deputies, refers to the Baron of Penêdo's report on the causes of the failure of the law of September 24, 1873, guaranteeing interest on the capital invested in railways, in the following words:

"After examining with great attention the information and different opinions expressed in the report of our foreign minister, and acquainting myself, through close observation, with the facts that pass among us, I became convinced at last that it was not the law itself, but the manner in which it was executed, that required deep and profound alterations."

The reasons given by the Minister for this conviction are too extended for reproduction in full in these columns, and we are able to give only the principal ones in favor of his position. These, however, will give a clear and adequate idea of the line of argument with which he fortifies his defence of the law in question.

"In accordance with the regulations which accompany that law, the government guaranteed interest only upon the amount really and effectively expended in the bona fide construction of the roads as certified to by the government fiscal engineers, excluding the expenses of raising capital and the difference in exchange."

As there are many works that, when executed, leave no evidence of the time and money spent in their construction, and as it is often difficult to determine accurately the quantity and quality of the material employed and the cost of labor, it is almost impossible to determine the amount expended unless the fiscal engineer is constantly present during the execution of the work and is made acquainted with all the financial operations of the company, a supervision costly to the government, intolerable to the company and a fruitful source of vexatious questions and litigations.

For this reason the regulation was impossible of execution and occasioned embarrassing results to the companies, since the fiscal engineer could reduce considerably the amount of capital upon which the government conceded guaranteed interest so that, if the actual cost of construction was more than that upon which guaranteed interest was paid, the investor would not in point of fact receive the stipulated rate.

In common justice, if the road cost more than the maximum amount of guaranteed capital, interest should also be guaranteed on the excess because when the road cost less than the maximum established the government reaped the advantage by paying interest only on the amount actually expended, even though it had guaranteed interest on a larger amount. Any proceeding contrary to this would be unworthy of the just intentions of the government, because having a direct intervention, through its fiscal engineers, in the construction and financial management of the road, it should not be exempt from extending the guarantee to the whole amount of capital employed. The intention of the government being to guarantee interest on all the capital expended in good faith under the inspection of its agents, the fixing of a maximum was unjustifiable."

Another important point in the practical execution of the law, to which the Minister calls attention, is the payment of interest in gold upon the capital raised in foreign countries, such kind of payment not having been stipulated in the law and the real intentions of the law toward foreign companies being frustrated through the depreciation of the currency.

To remove the difficulties and obstacles in the practical working of the law as pointed out in the Baron of Penêdo's report, and the defects in its execution to which the present Minister of Public Works calls attention in his annual report, the government promulgated a decree, No. 6,995, on the 10th of August, 1878, which establishes general bases for the payment of guaranteed interest under the law of the 24th of September, 1873, and interprets the rules and regulations affecting that law as approved by decree, No. 5,561, of the 28th of February, 1874. This decree, No. 6,995, explains the actual meaning of the law and defines the real intentions of the government in regard to the guarantee of interest on the capital invested in railways under the law of the 24th of September, 1873. As it is too voluminous for reproduction here in full

we append such extracts under its different heads as will give a correct idea of its scope and intentions:

I. — ON THE GUARANTEED CAPITAL.

In accordance with the legislative decrees, No. 641 of the 26th of June, 1852, and No. 2,450 of the 24th of September, 1873, the government guarantees seven per cent. annual interest upon the estimated capital that it definitely fixes and recognizes as necessary and sufficient for the works, rolling stock, right of way, or any other appurtenance or expenditure made before or after the final acceptance of the line as ready for traffic. The amount of capital is to be determined by the estimates made and based upon the general plans, or upon the surveys and documents presented, all detail plans made during the construction to be previously approved by the fiscal engineer. If any economy arises from alterations in the original plans during the construction of the line, one-half of it shall be deducted from the fixed guaranteed capital.

II. — ON THE PAYMENT OF INTEREST AND RAISING OF CAPITAL.

An annual interest of seven per cent. upon the capital realized under the authorization of the government, and deposited in a bank shall be paid upon the annual requisition of the company in semi-annual installments. The interest will be exempt from all taxes and will be paid during the third month following every half year for the period of thirty years.

During the building of the road, the capital invested in machinery or rolling-stock shall not be included in the guaranteed capital until six months before it is actually employed in the traffic of the line. In addition to the amount annually required for construction expenses, the companies can realize a call of ten per cent. on the guaranteed capital at the commencement of the first year to meet the preliminary expenses of construction.

III. — ON DIFFERENT FAVORS GRANTED.

In addition to the guaranteed interest, the government grants the following favors:

- 1st.—A privileged tract of land twelve miles wide on each side of the line, within which no other railway can be built during the term of the contract or grant.
- 2d.—The free use of all public lands necessary for road-bed, stations, etc.
- 3d.—Exemption from import duties on all material, rolling-stock, and fuel actually required by the companies during the term of twenty years, providing no abuse is made of this privilege.
- 4th.—Preference for working any mines within the limits of the privileged tract of land and for the acquisition of all public lands within the same limits, at the lowest price established by law, if the same be designed for the establishment of immigrants.

IV. — ON THE EXTINCTION OF GRANTS AND GUARANTEED INTEREST.

At the end of twelve months from the date of this decree, all railway companies which have been authorized and have guaranteed interest conceded to them by the government and which are not organized shall forfeit their grants and all other favors. And, furthermore, if within twelve months after organization the companies shall not have begun the construction of their lines, then also they shall be considered extinct and shall forfeit all favors granted them—also those lines, which shall not be entirely opened to traffic within twelve months after the time fixed by contract.

V. — ON THE MAINTENANCE OF WAY AND ROLLING-STOCK.

The companies are obliged to keep their lines in perfect working order, and to secure this the government will exact a fine for each day of interruption to traffic equivalent to the net receipts of the preceding day. All the rolling-stock deemed necessary by the fiscal engineer, shall be furnished by the company within six months from the date of notification, under a fine of from £ 200 to £ 500 for each month's delay.

VI. — FREIGHT RATES.

The freight rates adopted by the companies shall not exceed the prices of common, actual transportation and shall be not be altered without its consent. The companies shall transport, at a discount of fifty per cent., all government officials, police and their baggage, war material, soldiers of the army and national guard with their baggage, emigrants with their farming tools, and all produce and merchandise sent by the presidents of the provinces in case of war, pestilence or drought. All other government passengers and merchandise, not mentioned, are to be transported at a discount of fifteen per cent.

In case of war, the government is to have the absolute right of using these railways, paying therefor a sum based upon the average net receipts of the three preceding

years. The mails and mail-carriers shall be transported free and shall be furnished with a special car. All government telegraph dispatches shall be transmitted at a discount of fifty per cent.

VII. — ON GOVERNMENT FISCALIZATION.

The companies are obliged to show to the government officials all accounts of receipts and expenditures, and furnish all information required as to traffic and maintenance of way. They are required, also, to transmit to the president of the province a semi-annual report, which shall specify the progress of construction, statistics of traffic, etc., and which shall give a list of all employees and their salaries, to be previously approved by the government.

VIII. — ON THE RIGHT OF PURCHASE BY THE GOVERNMENT AND THE DIVISION OF PROFITS.

The government reserves the right to purchase any railway and all its appurtenances thirty years after its completion. The price shall be determined in lieu of a mutual agreement, by the average net receipts of the line during the preceding five years, and shall be paid in government six per cent. bonds, the annual interest of which shall be equivalent to the above-mentioned net receipts. All net receipts above eight per cent. are to be equally divided with the government, and, if it be deemed expedient, the freight rates shall be reduced when the dividends exceed twelve per cent. per annum.

The companies can not sell or transfer their lines, or any part of them, without the previous consent of the government. If the capital for building the lines be raised in a foreign country, the interest thereon will be paid at the rate of only seven per cent. to the lenders (the par value of currency in gold).

The following table shows the different lines and their extent, up to the 31st of December, 1878, which have an interest guarantee of seven per cent. upon their estimated capital, under the law of the 24th of September, 1873. In addition to the amount of capital specified in the table, a further sum of £ 1,290,000 within interest guarantee of seven per cent. was authorized by decree, No. 7,056, of the 26th of October, 1878, and by special legislation, law No. 2,397, of the 1st of September, 1871, for the construction of railways in the province of Rio Grande do Sul. This concession was granted to Miguel Gonçalves da Cunha and James Grazi Taylor for the construction of a metre gauge railway from Rio Grande to Bagé—about one hundred and sixty five miles.

RAILWAYS		Miles	Miles	Capital with	Due of construction.
		Actual	Authorized	guaranteed	
Mattias & Marquês	173	173	400,000	173	Dec 24, 1877
Natal Nova Cruz	113	113	617,000	113	Nov 24, 1877
Camboi, d'Almeida	113	113	560,000	113	Nov 24, 1877
Central do Rio de Janeiro	180	180	1,444,000	180	Oct 28, 1877
Central do Alagoas	108	108	864,000	108	Oct 28, 1877
Central do Pernambuco	108	108	864,000	108	Oct 28, 1877
S. Paulo e Rio de Janeiro	143	143	1,144,000	143	Oct 28, 1877
Imperial do Rio de Janeiro	64	64	512,000	64	Oct 28, 1877
Imperial do Pernambuco	64	64	512,000	64	Oct 28, 1877
Imperial do Alagoas	64	64	512,000	64	Oct 28, 1877
Imperial do Ceará	64	64	512,000	64	Oct 28, 1877
Imperial do Piauí	64	64	512,000	64	Oct 28, 1877
Imperial do Maranhão	64	64	512,000	64	Oct 28, 1877
Imperial do Pará	64	64	512,000	64	Oct 28, 1877
Imperial do Amazonas	64	64	512,000	64	Oct 28, 1877
Imperial do Rio Negro	64	64	512,000	64	Oct 28, 1877
Imperial do Mato Grosso	64	64	512,000	64	Oct 28, 1877
Imperial do Goiás	64	64	512,000	64	Oct 28, 1877
Imperial do Tocantins	64	64	512,000	64	Oct 28, 1877
Imperial do Acre	64	64	512,000	64	Oct 28, 1877
Imperial do Roraima	64	64	512,000	64	Oct 28, 1877
Imperial do Surinam	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Francesa	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Britânica	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Holandesa	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Americana	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Espanhola	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Portuguesa	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Italiana	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Russa	64	64	512,000	64	Oct 28, 1877
Imperial do Guayana Suedesa	64	64	512,000	64	Oct 28, 1877
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Imperial do Guayana Sueca	64	64	512,000	64	Oct 28, 1877
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THE RIO NEWS,

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and the Royal Mail packet of the 24th of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial reports and price current of the market, a table of freight and charter, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, May 24th, 1879.

THE UNSEEMLY haste of the Chamber of Deputies to obtain control of the impending charges against Counselor Simbú, and the reference of these charges to a committee, has at last resulted, as was anticipated, in a genuine white-washing report which exonerates the prime minister on each and every point. The grounds upon which this report is based are far-fetched and labored, and can not certainly be considered sufficient for a final dismissal of the case. In the first place, the question of jurisdiction is yet an unsettled one, and until that is finally and fully determined the Chamber should have reserved its judgment. And in the second place, the assumption of judicial functions by the Chamber, even admitting its claim to the right of trying such cases in accordance with the usages governing impeachment trials in the English Parliament and American Congress, is wholly unwarranted both in law and precedent. An indictment presented by a high tribunal, acting as a grand jury and not judicially, is set aside by a committee on the grounds that its judgment is null because the accused had no hearing before it, because the committee finds the accused irresponsible and exculpated by the *moratoria* of the creditors, and because the judicial authorities have no power to call a minister to account on the ground that it would be a violation of his prerogative. We have yet to learn that an indictment is null because the accused had no hearing before the grand jury, or that the indictment itself determines the guilt or innocence of the accused. And as to the exoneration accorded by the committee, who employed it to try the case and pronounce judgment? And upon what grounds is this judgment based? Were witnesses called on both sides, and was the case sifted and argued by competent counsel? And is a special committee of the Chamber of Deputies recognized by the constitution and laws of Brazil as a tribunal competent to pass final judgment upon a criminal case? Counselor Simbú, honest and honorable as we believe him to be, can not afford to rest his case upon any such decision; it has no substantial basis either in law or in equity. Nor can he afford to accept the committee's interpretation of his prerogative, for it smacks of conscious guilt and a fear of thorough investigation. We have been able to see but one way out of this difficulty—and that, an unreserved submission to a proper judicial investigation.

THE POSTAL appropriation bill giving three hundred thousand dollars to the Roach steamship line for a mail service between New York and Rio de Janeiro, which was defeated during the last hours of the preceding session of the American Congress, has been re-introduced in the extra session, opening on the 18th ultimo. It is understood that the former defeat of this appropriation was owing, not to any hostility against the measure itself, but to the jealousy of the House which resented the Senate's assumption of its prerogative of originating appropriation measures. It is believed that the bill will now pass without much serious opposition. At this end of the line the contracting two hundred thousand milrês to this line for this service has passed both houses of the General Assembly and has been signed by the Emperor, but with an important modification which requires the steamers to stop at Maranhão. This modification of the original contract was

agreed to and signed by the two contracting parties, is worthy of a little sober reflection. The right to modify or change the provisions of a contract, which is claimed by the legislative branch of the government, is a question of political morality which we do not care to discuss; there will be slight use for it in the future if it is insisted upon. But of this one change in question, there are some points involved which are deserving of a critical notice. In the contract between the Brazilian government and Mr. Roach it was stipulated, among other things, that the steamers should be of not less than 3,000 tons burden. In the Senate amendment to this contract it is made obligatory upon the line to stop at the port of Maranhão, a condition involving an utter impossibility for vessels of this class. More than that, the Maranhão member who introduced the amendment, knew it to be impossible, and deliberately tampered with the contract for political effect. It is pretty well known among shipping men that no insurance company can be found which will insure these steamers and cargo if they attempt to stop at Maranhão, and it follows naturally that no one will consign freight to a vessel which is unable to procure insurance. We have, then, the strange anomaly of a government entering voluntarily into a contract, and afterwards deliberately imposing upon it conditions impossible of execution and therefore rendering it null. And with it, we have the entertaining spectacle of a minister of the Cabinet which made this contract—the Baron of Cotegipe—deliberately voting for a measure which would nullify an act of his own administration. The Baron of Cotegipe knew, or ought to have known, that these steamers could not get within nine miles of Maranhão. It may be reassuring to the contractors to be told that the amendment will not be enforced, that it will be a "dead letter," but their decision to insist upon the original contract and to consent to no such after-consideration, is eminently wise and commendable.

"SINGLE misfortunes," said an Irishman, "never come alone, and the greatest of all possible misfortune is generally followed by a greater." If there be any consolation in this, we place it entirely and unreservedly at the disposal of the Brazilian bachelors. We know full well how onerous and how delicate his present position is; how liberally he has contributed to the starving refugees of Ceará; how promptly he has responded to the call of the tax-payer; and how zealously he has striven to save his party and his country through the medium of the ballot-box. His responsibilities have been many, his rewards few. Although a colliate and enjoying to the fullest extent the privileges and liberty which a life of single blessedness has conferred upon him, he has in no wise forgotten the claims of his country upon him as a man and a patriot. Add to that the impending tax upon his salary and you have completed the burden which is imposed upon him, a burden already more than commensurate with the opportunities now afforded him to meet it. And now comes Martin Francisco with the last straw which, figuratively speaking, to break is luck—and it is no small straw either. In all seriousness the honorable deputy from São Paulo has proposed a law imposing a tax of 50,000 upon every bachelor between the ages of thirty and forty-five who shall have an annual income of 2,400,000. The minimum of thirty was evidently taken to allow sufficient time for choice and working up the salary; and the maximum to allow leisure for repentance and relief from the cares and burdens which no one can share with him in his old age. It is to be presumed that the measure loses all persuasive force after the age of forty-five and will then serve rather as a vexation to the spirit than as an argument in favor of the divine institution. It is evident that Martin Francisco is something of a doubting Thomas in the Chinese labor scheme, and is determined to strike out on a new line of his own. The *grande lavoreira* is crying for *bracos* in no unmeaning terms, and upon the sacrificial altar of this modern Brazilian deity Martin Francisco proposes to offer the bachelor. Peace to his memory!

THE ANTICIPATED results from the new departure of the Bank of Brazil, have not been as favorable as it was predicted. There was a slight improvement in the rate of exchange on the 10th inst., immediately following the announcement that the bank had completed its arrangements in Europe, but

the improvement was nothing more than that which often arises from the ordinary laws of supply and demand. That this was the real explanation of the phenomenon is shown by the fact that, on the following day, exchange dropped back to its former quotation. Had the arrangements of the Bank of Brazil been sufficiently potent to give an upward tendency to exchange, the relapse surely would not have followed so soon. We suspect that too much has been expected from this departure of the bank; and that its friends are showing a little too much eagerness in grasping the straws indicating favorable results. It is certainly to be hoped that the bank may find some efficient means for effecting a permanent improvement in exchange, but in view of the many failures which have already been achieved in similar attempts there is no reason whatever for anticipating such a result. The causes of the present depression are deeper than those which the bank expects to influence by its credit and its money; they are causes which can only be removed by an entire change in the administrative and financial measures of the government. To expect to reach them through artificial and temporary expedients is a folly which the directors of the Bank of Brazil can not afford to commit.

ONE of the reform measures of the present ministry when it assumed the administration of government, was the discontinuance of press subsidies. Some newspapers, up to that time, had drawn no inconsiderable revenue from this pernicious system, to the demoralization alike of the government and of the journals. Those who believed in the good results growing out of an independent, unfettered press, were greatly encouraged by this reform. What their feelings now are in face of the appropriation of fifty cents just secured by the ministry for the purpose of defending itself in the press, we can not tell. The high ideals of the ministry just assuming the reins of government are slowly and surely merging into the practices and subterfuges of the ministry striving to avert its fall. There can be no more unfavorable sign than this one item in the budget; and the friends of the present ministry—especially those who still hope for good results from its continuance in power—must feel it keenly. It is evident that if the position of the ministry is just and strong, it can need no public money to defend itself in the press; and, we may add, that if it be weak, no amount of money can possibly save it.

LEGISLATIVE NOTES.

—The report of the committee on the response to the speech from the throne was presented to the Senate on Tuesday and ordered printed, to enter in discussion.

—The Senate bill revoking the decree creating special advocates for the Council of State, was passed on Tuesday.

—An important measure relative to the election of senators is under discussion in the Senate. It provides among other things that the Senate shall pass on the legality of an election before instead of after the selection by the Emperor from the triple list, and prohibits the uniting of two elections in a sextuple list.

—On motion of Senator Teixeira Junior, the bill regulating the form of procedure in the case of senators accused of crime, was referred by the Senate to the committees on the constitution and legislation.

—On Monday, the Senate commenced the third discussion of the naval estimates and the Chamber of Deputies the second discussion of the electoral reform. The former bill passed the Senate on Tuesday.

—The interpellation of the Minister of Empire by Mr. Joaquim Nabuco in relation to the decree reforming public instruction, took place on the 15th inst. Mr. Nabuco's remarks were principally in opposition to the clause creating free faculties with power to confer degrees which he argued would, owing to the existence of a state church, be to place instruction in the hands of the clergy to an extent still greater than at present. The Minister, Mr. Leoncio de Carvalho, argued that free faculties, without power to confer degrees, would be inefficient and without influence.

—A bill reforming the judiciary was presented by Mr. Saldanha Marinho. The object of the bill is to render the judiciary independent of the executive power.

—The reports and estimates for the fiscal year 1880-81 of the Ministries of Marine, Agriculture and Empire were presented to the Chamber of Deputies on the 16th inst.

—An important amendment to the constitutional reform bill was offered by Mr. Saldanha Marinho on its 2nd reading. It provides for election of deputies to the Constituent Assembly by single districts; that magistrates or judicial officers shall not intervene in the elections; and prohibits the presence of force at elections except in case of disturbance, in which case the election shall be suspended until the force withdraws. The same gentleman proposed as an addition to the bill, that the Constituent Assembly should consider the reform of various articles of the constitution not included in the bill which treats only of electoral reform.

—The budget passed the Chamber of Deputies on the 15th inst, and was ordered printed and sent to the Senate. Among the most important amendments which were proposed and passed on the third reading are the following: The income tax is fixed at 5% on all salaries or pensions paid by the government over 400 milrês, and at 2% on incomes derived from other sources, not excepting those from industry, profession and agriculture. The government is authorized to lease the Dom Pedro II railroad, 50,000\$ is appropriated for publications inserted in the newspapers. The tobaccoists' tax is fixed at 30% on the amount of sales. A tax of 20 réis is levied on each passenger on tramways and of 100 réis per 15 on each first class passenger on railroads and inland and cost steamers, second and third class passengers paying one half as much, and a tax of 20 réis to 15 according to the distance on every package of merchandise and baggage carried by railroads and steamers. A part of the impost duties, not exceeding 20%, may be collected in gold. The government is authorized to liquidate the indebtedness of Mauá & Co. The Câmara Municipal of Rio de Janeiro is authorized to contract a loan not exceeding 4,000,000\$ to consolidate its debts and finish the paving of the streets. The government is authorized to found, but without onus to the state, a national theatre; to cause the Benedictine and Carmelite orders to convert their real estate into government bonds, and to revise the legislation relating to diamondiferous lands.

—The Chamber of Deputies on motion of Mr. Costa de Azevedo on the 14th inst., requested an investigation of the affairs of the astronomical observatory of this city. The following questions are asked:

1st. How much has been spent upon the astronomical observatory since Dr. E. Liais took charge of it?

2nd. How much has been spent since 1870 upon the workshops which this gentleman established for the service of the observatory?

3d. What has been accomplished by these workshops?

4th. What work of practical result has been done by the observatory during the administration of Dr. E. Liais?

—Mr. Candido d'Oliveira stated in the Chamber of Deputies on the 14th inst. that the cotton factories of the city of Curvello in the province of Minas were making heavy cotton cloths better than American goods of the same character. This is very good, especially as the machinery in the Curvello factories is nearly all American.

—The special committee of the Chamber of Deputies on the responsibility of ministers reported on Monday that there was no cause of action in the accusation against Counselor Simbú in the case of the failure of the Banco Nacional because there was no proof of crime committed by him while in the presidency of the bank since he had no responsibility for the acts committed before he assumed the presidency, and the execution of the *moratoria* was with the accord of the fiscal committee of the creditors. That even if the charge was well-founded, the necessary formalities were not observed, since the accused was not cited and heard and consequently the decision of the *Relação* being contrary to the evidence and the dispositions of the law, cannot be sustained. Finally that the accusation of a minister of state by a judicial tribunal is a violation of the exclusive prerogative of the Chamber of Deputies.

—On the third discussion of the bill authorizing the Minister of Empire to expend 10,000,000\$ to succor the North which is suffering from the drought, Mr. Buarque de Macedo offered an amendment raising the sum to 20,000,000\$. He stated that the sum already expended amounted to 16,030,490\$047, and that the

whole expense on account of the drought, in public relief and works will, including the proposed increase, be little if any less than 60,000,000\$.

BRAZILIAN FINANCES.

According to the last annual report of the Minister of Finance which was presented to the Chamber of Deputies May 7th, 1879, the total public debt of the empire is as follows:

CLASS	MILRÊS
Foreign debt (par of 27 1/2)	158,283,555\$
Internal debt	353,509,700\$
— anterior to 1877	310,734\$
Emancipation fund	5,110,217\$
Loan from Orphan's fund	16,478,795\$
Private loans	700,000\$
Estate of deceased and absentees	2,512,477\$
Savings deposits	12,974,943\$
Monte de Socorro, deposits	740,447\$
Miscellaneous deposits	5,799,790\$
Treasury bills	155,968\$
Paper currency	180,528,344\$

Total Rs. 786,116,837\$

or at the par of exchange. £ 88,327,733.

This is an increase over the official report of December last of £ 3,756,000. The total amount of paper currency issued within the past twelve months is £ 4,900,000, and of government 6% bonds £ 4,500,000. The total public debt of Brazil in 1870 was £ 39,600,000, and in 1876, £ 78,880,000.

The estimated deficit in the annual budget just passed the Chamber of Deputies is about £ 4,000,000, and it is proposed to meet this and to consolidate the existing floating debt by a further increase of taxation and by the sale of government bonds.

THE TRADE MARK TREATY.

The following is the text of a treaty between Brazil and the United States for the protection of commercial and trade marks:

The government of His Majesty, the Emperor of Brazil, and the government of the United States of America with the view of reciprocal protection of commercial and trade marks in the two countries agree upon the following:—The subjects and citizens of each the contracting parties shall enjoy in the dominions and possessions of the other equal rights in all matters pertaining to the property of commercial and trade marks. Be it understood that all who wish to obtain the above mentioned protection must fulfill the requirements of the laws of the respective countries.

In testimony whereof the undersigned, duly authorized, have signed the present agreement and affixed their official seals.

Made in duplicate in Rio de Janeiro on the 24th day of September, 1878.

(L. S.) BARON OF VILLA BELLA

(L. S.) HENRY WASHINGTON HILLIARD.

The above treaty was promulgated by Imperial decree, No. 7,471, of the 10th of May, 1879.

THE LABOR QUESTION.

Speaking of the labor question, in a recent speech before the Chamber of Deputies, Dr. Joaquim Manoel de Macedo calls attention to the following important facts:

"We can expect to receive a considerable number of laborers from abroad. I believe that it is only necessary to give a civil and political fathering to those who voluntarily may wish to come and accept. This is the great means of calling European immigrants."

But even within the country there is an extraordinary number of able-bodied men who are perfect and complete idlers. I know a part of the province of Rio de Janeiro. There are in it fifteen on a large scale, and I beg the Chamber to note the following. We have about 150,000,000\$ of exportation; of this 100,000,000\$ more or less are from coffee; there remains less than 50,000,000\$. Well, gentlemen, the agriculturalists directing the labor of 50,000 to 60,000 slaves who cultivate coffee, produce the exportation of 110,000,000\$, and the two or three millions of laborers, who remain, produce only 50,000,000\$. I know that of these a large part is occupied in the cultivation of cereals and mandioca which are consumed in the country. But, gentlemen, if one of the noble deputies of the court or of the capitals of the provinces, will mount his horse and take a ride or make a journey, he will find in every tavern of the interior, or on eight men, one playing the banjo, the others gambling, and thus consuming the entire day. There is a multitude of them living in the forest, working it is true because they fish and some steal from the neighboring fazendas. Let there be a law of labor; let it be possible to oblige the able-bodied men to work and we shall have in the Empire more than 600,000 laborers at the very least. The means the government has at its disposition, do not produce results. Signing terms to keep the people idle, nothing. I do not dare to propose any measure because I am afraid of politics. It might be only a new oppression, as was the recruitment, in the hands of those who might control the police and abuse it to carry elections."

THE RIO NEWS.

—We expect Mr. Liais of the astronomical observatory is seeing a good many stars nowadays, and is probably foreseeing an eclipse.

—The German steamer *Kronprinz Friedrich Wilhelm*, which left this port for Bremen on the 20th inst., took about five hundred Russian colonists from Paranaguá. This will leave but very few of this class of colonists in the province of Paraná, all of whom will leave at the first opportunity.

—It never rains but it pours. Here comes Mr. Azevedo into the Chamber of Deputies again with more questions which must be very inconvenient to the class in astronomy. He wants to know instructions were given the recently extinct astronomical commission, what longitudes it determined, how long it was at work, how much money it spent, who composed it, and who brought its chief to the consideration of the government—anyhow.

—We stepped into the large watch, clock and jewelry establishment of Mr. Grinler on Rua Direita the other day and asked to be shown some American watches. "I don't want any," said the proprietor. "We thought he mistook us for a drummer and repeated our request, stating our desire to purchase. "We have no American watches, and don't wish to have any," said he. We felt as if we ought to apologize for something, but feeling rather uncertain as to how and what for, we retired. This to American watch companies.

—"In 1879" is the heading which the *Journal do Commercio* gives to an item relative to a slave who, entered the hospital the other day, with his body cruelly lacerated by the whips and his hands in a horrible condition from the punishment which had been inflicted on him in the House of Detention at the order of his master. The name of the master deserves to be recorded; it is João Manoel Gonçalves Vieira, resident in the Rua da Prinha. The punishment was inflicted in a public department and for the reason that the slave, on account of his advanced age and illness, was unable to earn as much as his master required of him.

—The "Commissão Hydraulica" has nearly concluded its survey of the port of Santos, and a few days since the plans and specifications were submitted to the "Associação Commercial" of that city, and the main features lucidly explained by Col. W. Milnor Roberts, the chief of the commission, with a view to eliciting such suggestions or amendments as the experience of its merchants, or the requirements of its trade seemed to demand. The association expressed its thanks to Col. Roberts for the work done and explanations made, and passed a vote of approval of the plans submitted.

—The London correspondent of the *Journal do Commercio*, in his letter dated the 8th inst., says that the judgment in the Madeira and Mamore railroad case, which was then under consideration in the courts, is likely to result in favor of the application of the funds to the construction of the road. The funds now in the Bank of England amount to £800,000, and it was felt by all the parties concerned that an early decision as to the disposal of this sum, is urgently desirable. A recent telegram from Paris states that the decision has been given in favor of the company, and the work of construction will undoubtedly be resumed at once by the Messrs. Collins, who, we understand, are ready to begin work again whenever the money is forthcoming.

—The friends of Conselheiro João Alfredo Corrêa de Oliveira in Rio, have presented him with a large gold medal as a token of their appreciation of his services while Minister of the Empire. The face of the medal bears the following inscription:—"Presented to the well-deserving son of Pernambuco, João Alfredo Corrêa de Oliveira, to whose efforts, shown with the eloquence of figures, is due the development and progress of public instruction in Brazil, by the inhabitants of Rio de Janeiro—1879."

On the reverse—"In 1879 there were 3,516 schools in the whole Empire; in 1874 the number was raised to 6,000. In 1874 there was one school to every 2,394 inhabitants; in 1874, there was one school to every 1,250 inhabitants. In 1870 there was one school to every 541 children. In 1869 there was one primary night school in the whole Empire; in 1874 there were 117."

—The British steamer *Others*, arriving at this port on the 18th inst., brought 469 Portuguese laborers from the island of Madeira. These immigrants come under the terms of a contract between the imperial government and Sr. Ferreira de Moraes, by which their passage to Brazil is given them, and the government is to be repaid for the deadweight by those to whom their services are contracted. These people are reported to be a superior class of laborers, and their services have been already secured by some large fazendeiros.

From the *The Mail*, April 23.

BRAZIL.

RIO DE JANEIRO, April 9 (via Lisbon).

The Chamber of Deputies has commenced discussing the report of the Committee of Ways and Means.

Senhor Silveira Martins has brought forward an interpellation in the Chamber of Deputies inquiring of the Premier whether he proposed to maintain the resignation which he had tendered in consequence of the decision of the Court of Appeal in the case of the Banco Nacional. The Chamber, however, refused urgency for the interpellation.

This is another of those extraordinary telegrams which from time to time are sent from Rio for information of the English readers. The italics are our. It is hardly necessary to add that Silveira Martins made no such interpellation.

A recent examination of the affairs of the Banco Predial disclosed defalcations amounting to 232,902\$61, extending over a period of five years, from April 15th, 1872, to October 15th, 1877. The examination showed that considerable sums had been withdrawn at various times and covered up by false entries on the books which had passed unperceived by the auditors who had at various times examined them and eulogized the book-keeper who appears to have enjoyed the unlimited confidence of the directors and to have been almost supreme in the management of the bank. On the discovery of the fraud, orders of arrest were issued against the book-keeper, Carlos Stelling, and his assistant, Francisco Dutra de Silveira. The latter delivered himself up to the authorities and declares his innocence, but the former has not been found and seems to have made good his escape.

We acknowledge with thanks the receipt of *A Contribution to the Geology of the Lower Amazonas*, by Orville A. Derby, M. S. This contribution is a pamphlet reprinted from the Proceedings of the American Philosophical Society, and may be considered as a condensed report of the work done on the Amazonas by Mr. Derby. It contains not only the latest and most important contribution to the world's knowledge of the geology of the valley of the Amazonas, but is itself almost the only trustworthy information to be had upon that subject. We have also received a valuable contribution to the archaeology of Brazil by the same author. This pamphlet is called *Artificial Mounds of the Island of Marajó, Brazil*, and is republished from the *American Naturalist*. There is probably no one living better acquainted with the interesting archaeological remains to be found on the Island of Marajó than Mr. Derby, and we only regret he has not given us a fuller and more detailed account of these artificial mounds.

The following extract from the *Journal do Commercio* of May 18th, leaves nothing to be said:

ADDUCTOR.—Our readers still remember Mr. Maximiano Rodrigues, a man of Herculean strength, who used to give exhibitions in different performances, which were highly appreciated and well attended. Lately this artist disappeared, and it was supposed that he had gone elsewhere or was perfecting himself new and unheard of performances.

But this was not the case. Maximiano Rodrigues was passionately in love with a pretty little girl of thirteen years of age, and was preparing to abduct her and take her to Campos where he intended stopping.

Yesterday at 3 o'clock in the morning, after the big storm which began at half past eight in the evening, Maximiano Rodrigues carried this handsome girl away upon his shoulder as if she were a bird; but he was surprised by Dr. Balhoes, first delegate, who stopped him and sent him together with the child to the police.

On being interrogated, Maximiano Rodrigues declared that he wished to marry the child, and her father, who was present, gave his consent. The authorities at once took the steps necessary for the marriage, the abductor being retained in custody, but will be liberated as soon as the marriage takes place. The child is being taken care of by a family.

A LARGE colony of Russian Emigrants is said to be now on its way from Southern Russia to the province of Manitoba, Canada. The colonists already settled there are in a very prosperous condition.

COMMERCIAL.

EXCHANGE.

May 13.—The rates adopted by the Banco Commercial and Banco Industrial on London were 19 7/8 d.; small transactions in mercantile paper at 20 d.; Banknotes on Paris 48 1/2; mercantile rates 78 p. per franc. Apolices 6 1/2; 1,000\$ 123,200.

May 14.—No change from yesterday's quotations on London. Bank rates on Paris 48 1/2 p. per franc. Sovereigns 123,200.

May 15.—General bank rates on London, 19 7/8 d.; mercantile rates, 20 1/2 d.; 10 d. with little doing. Bank rates on Paris, 48 1/2; mercantile rates 78 p. per franc. Sovereigns 123,200.

May 16.—Bank rates on London 19 3/4 d. 10 7/8 d.; the latter affected by the Banco Commercial; mercantile rates 20 1/2 d. 10 1/2 d.

May 17.—No alteration in today's quotations on London. Rates on Paris, mercantile paper, 48 1/2 p. per franc. Apolices 6 1/2; 1,000\$ 123,200.

May 18.—New transactions at 20, 19 1/2 and 19 7/8 pence on London, and 47 1/2 p. per franc on Paris. Six percent apolices 1,000\$ 123,200; seven percent 123,200.

May 20.—Rate prevailing on London 20 pence; on Paris 47 1/2 p. per franc. Six percent apolices same as yesterday.

May 21.—Rates on London 19 7/8 pence, on Paris 48 1/2 p. per franc by the banks, private 47 1/2 to 47 3/4 p. per franc, on Hamburg 538 s. Six percent apolices 1,000\$ 123,200.

THE MARKETS.

Rio de Janeiro, May 21, 1879.

Coffee.—After the departure of the "City of Paris" our market remained quiet for a few days, exporters being unwilling to operate in view of the continuance of unfavorable advices from consuming countries.

Since then dealers have made quotations of 250 s. per 100 kilos on the better grades and 100 reis on the lowest grades, and this has produced renewed activity, the total sales since 13th inst. amounting to 87,280 bags, viz:

30,600 bags for United States.
10,000 bags for Europe.
1,235 " " Elsewhere.

87,280 bags.
Receipts since last just, now average 12,028 bags per day and our stock is estimated at 102,000 bags.

We quote, per 10 kilos:

Superior 68100 x 69300
Good do. 66200 x 67500
Regular do. 64900 x 66100
Ordinary do. 62800 x 64100
Good do. 58000 x 59300
Ordinary do. 56900 x 58200

It being a generally admitted fact that the crop now coming in on our exports the previous one by 1,200,000 bags, we beg to refer to the following statistics:

The total receipts of Rio for the first 10 months of this crop-year, from last July to 30 April are 3,192,527 bags against 2,986,550 " for the same period of the previous crop-year.

The total clearances during the same 10 months have been 3,020,548 bags against 2,838,730 " for the same period of the previous crop-year.

These have, consequently, already been received and shipped during the 10 months, about 800,000 bags out of the estimated excess of 1,200,000 bags, so that only the further excess of 400,000 bags remains to be accounted for.

New, as the receipts since the last of May, average 12,028 bags per day, and 3,019 bags in May last year, showing an excess of over 8,000 bags per day, and as the clearances continue to show a similar excess over those of last year, it is evident that by the end of next month, the end of the crop-year, the whole estimated excess of 1,200,000 bags will have been received and shipped.

It may safely be said therefore that on the last of July we shall command on our new crop of 3,192,527 bags, or 1,132 million smaller than the previous one.

And in connection with this it may be well to mention that the stocks in Europe on the last of April were 20,000 tons smaller than on same date last year, notwithstanding the great excess in this year's shipments, and that present prices in consuming countries are nearly 25% lower than at this time last year.

With reference to the coming crop, the most reliable information we have been able to obtain tend us to believe that, although its quantity will be small, its quality will be excellent. Low grades are, therefore, likely to become very scarce shortly, and the difference between the highest and lowest grades of those of the better grades will probably be much reduced, the money so the low prices ruling at present for the lowest grades barely cover the transport to and first expenses in Rio.

Fifth Pinand White Pine.—There have again been no arrivals and consequently no sales. The last sales were at 40,000 per ton for Pin and 100 s. per ton for White Pine.

The market remains very firm with a good demand for both qualities.

Flour.—The arrivals since the 13th inst. amount to only 4,005 bags, viz: 4,805 from America and 100 bags from the River Plate. There has been a very good demand, and the sales since the 13th inst. amount to 34,005 bags, or 23,205 bags American, 1,000 bags Trieste and 100 bags River Plate.

The stock to-day consists of:

900 Trieste
13,400 Galiceo
5,000 Haxell
8,800 Dupire
1,000 Mc Carol
21,300 Baltimore.

Total 45,000 bags.

We quote: Trieste 22000
Galiceo 20500
Haxell 21500
Dupire 22000
Baltimore 10400—10800.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MAY 14.

RICHMOND—Nor. bk *Abner*; 237 tons; Blits; 47 des. for Phillips Bros. & Co.

MAY 15.

CETIN—Aust. bk *Teper*; 301 tons; Rudolfs; 10 des. for J. M. de Miranda Leoni.

EVANS—Aust. bk *Queen Emma*; 190 tons; 48 des. for J. M. de Miranda Leoni.

MAY 17.

GABRIEL—Br. ship *Robert*; 1,191 tons; Robinson; 55 des. for J. M. de Miranda Leoni.

NEW YORK—Br. ship *Rowley*; 495 tons; Trimble; 63 des. for J. M. de Miranda Leoni.

MAY 18.

CAMPY—Sw. bk *Blanch*; 597 tons; Trapp; 48 des. for J. M. de Miranda Leoni.

PONTA—Port. ship *Duque de Loure*; 225 tons; Cunha; 40 des. for J. M. de Miranda Leoni.

PENNAU—Port. bk *Arabela*; 227 tons; Ponce; 14 des. for J. M. de Miranda Leoni.

MAY 20.

RABAU—Aust. bk *Chavira*; 227 tons; Clever; 52 des. for J. M. de Miranda Leoni.

RIO GRANDE—Ger. bk *Blitz*; 101 tons; Nibbel; 14 des. for J. M. de Miranda Leoni.

MAY 21.

TRAPANI—Aust. bk *Elvador*; 227 tons; Leisher; 10 des. for J. M. de Miranda Leoni.

MAY 22.

LIVERPOOL—Ger. bk *Frederick*; 171 tons; Jaeger; 14 des. for J. M. de Miranda Leoni.

CAMPY—Br. ship *Morning Light*; 1,230 tons; 40 des. for J. M. de Miranda Leoni.

PORTO—Br. ship *Perpetua*; 304 tons; Bastron; 40 des. for J. M. de Miranda Leoni.

YUVO—Gr. bk *Lovers*; 229 tons; Grun; 30 des. for J. M. de Miranda Leoni.

JOHN COLO—Br. ship *John*; 227 tons; 14 des. for J. M. de Miranda Leoni.

BUNOVS AYR—Sw. ship *Pedro*; 227 tons; 14 des. for J. M. de Miranda Leoni.

SPY—Sw. ship *Victory*; 247 tons; Ribellat; 9 des. for J. M. de Miranda Leoni.

GUARALHA—Orant. bk *Emilia*; 114 tons; Dias; 14 des. for J. M. de Miranda Leoni.

DEPARTURES OF FOREIGN VESSELS.

MAY 13.

BALTIMORE—Sw. bk *Arct*; 499 tons; Sossens; 10 des. for J. M. de Miranda Leoni.

NEW YORK—Br. bk *St. George*; 919 tons; Hull; 10 des. for J. M. de Miranda Leoni.

DUTCH—Dutch bk *Mercur*; 193 tons; Mantjes; 10 des. for J. M. de Miranda Leoni.

PANAMA—Gr. bk *Sagittario*; 135 tons; Decker; 10 des. for J. M. de Miranda Leoni.

MAY 14.

CHARRA—Sp. bk *Nueva Juana*; 200 tons; Dolores; 10 des. for J. M. de Miranda Leoni.

MAY 15.

CAMPY—Br. ship *St. James*; 1,364 tons; Haun; 10 des. for J. M. de Miranda Leoni.

NEW YORK—Aust. bk *John Sherman*; 510 tons; 10 des. for J. M. de Miranda Leoni.

PRY—Br. bk *Marygold*; 300 tons; da Silva; 10 des. for J. M. de Miranda Leoni.

ST. THOMAS—Br. bk *Belle*; 487 tons; Bartley; 10 des. for J. M. de Miranda Leoni.

MAY 16.

BALTIMORE—Aust. bk *Arct*; 499 tons; Sossens; 10 des. for J. M. de Miranda Leoni.

MAY 17.

BALTIMORE—Port. bk *Clotilde*; 300 tons; Ponce; 10 des. for J. M. de Miranda Leoni.

PANAMA—Port. bk *Julio*; 300 tons; Vianca; 10 des. for J. M. de Miranda Leoni.

MAY 17.

HAVRE—Fr. bk *Fidélité*; 256 tons; Fay; 10 des. for J. M. de Miranda Leoni.

NEW YORK—Nor. bk *City*; 418 tons; Syverston; 10 des. for J. M. de Miranda Leoni.

CHARRA—Ger. bk *Peter*; 300 tons; Carls; 10 des. for J. M. de Miranda Leoni.

Santa Catharina & Ceará; Ger. bark J. H. Jones; 100 tons; freight 600 s.

Paraná & R. Floty; Ger. schr. Sagittario; 135 tons; freight 1 real.

VESELS LOADING AND WITH DESTINATION.

London & Actw.; Br. steamer *Ella*; 6,000 tons; freight 25 s. 25 s.

London & Actw.; Br. steamer *Clayton*; 5,500 tons; freight 25 s. 25 s.

Havre; French bark *Don Pedro*; 4,000 tons; freight 25 s. 25 s.

Baltimore; Amer. bark *Don Pedro*; 4,000 tons; freight 25 s. 25 s.

Baltimore; Amer. bark *Don Pedro*; 4,000 tons; freight 25 s. 25 s.

ST. THOMAS; Br. bark *Ellen Hall*; 4,000 tons; freight 25 s. 25 s.

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ST. THOMAS; Br. bark *Ellen Hall*; 4,

published, and for the whole empire there are no statistics published of the total annual exportations previous to 1834. This lack of complete returns renders the study of coffee production in Brazil a matter of great difficulty. The following table exhibits the total quantities of coffee exported since 1839-40 together with the official value and average price for each fiscal year.

Fiscal years.	Tons of 2,240 lbs.	Official value in mil reis.	Average price per arroba of 32 lbs.
1839-40	80,007 29	20,104,363	38771
1840-41	72,300 40	17,894,428	38710
1841-42	70,504 70	18,005,004	38707
1842-43	84,320 80	17,091,281	38500
1843-44	80,002 30	17,080,816	38507
1844-45	85,089 07	17,038,153	38510
1845-46	100,405 44	21,206,105	38629
1846-47	130,460 25	31,071,115	38701
1847-48	130,544 87	32,170,250	38693
1848-49	132,857 00	31,013,113	38691
1849-50	84,700 79	22,827,875	38647
1850-51	144,073 83	32,000,193	38613
1851-52	130,372 20	32,054,444	38658
1852-53	147,771 07	38,807,300	38615
1853-54	134,297 07	35,444,568	38705
1854-55	138,160 84	45,701,003	38703
1855-56	160,507 20	45,108,105	38710
1856-57	160,080 09	48,497,085	38703
1857-58	138,841 00	40,006,851	38710
1858-59	130,544 43	31,138,253	38717
1859-60	147,352 07	40,286,407	38717
1860-61	160,370 89	40,685,252	38717
1861-62	142,580 60	38,741,063	38717
1862-63	140,000 00	38,741,063	38717
1863-64	116,004 50	34,130,944	38717
1864-65	134,370 29	34,144,555	38717
1865-66	145,401 00	38,109,740	38717
1866-67	160,400 63	40,742,073	38717
1867-68	200,000 00	40,000,000	38717
1868-69	200,000 00	40,000,000	38717
1869-70	181,083 71	37,028,170	38717
1870-71	224,875 00	44,000,000	38717
1871-72	134,819 16	30,222,410	38717
1872-73	106,440 15	21,285,406	38717
1873-74	105,000 00	21,122,000	38717
1874-75	227,568 07	39,817,173	38717
1875-76	201,125 81	31,285,000	38717
1876-77	240,771 00	41,107,260	38717
1877-78	226,038 94	41,440,750	38717

It will be seen from these tables that the production of coffee in Brazil has not increased within the past decade or two in the ratio commonly accepted. That there should be some increase naturally from the gradual extension of production into the interior, but that growth usually expected with increased transportation facilities and improved methods of culture is not to be found. The excessive railroad freight rates—one shilling, English coin, per ton per mile on the narrow-gauge roads, and eight pence on the Dom Pedro II—are burdens which but few industries can well sustain. It is evident that coffee culture will not reach its highest development in Brazil until the railroads make an effort to aid it by lowering their freight. Another reason for this industrial stagnation lies in the indifference of the planters to the improved methods of cultivation. They are accustomed to clear a tract of ground, plant their coffee trees, and then wait for the harvest. All further cultivation of the plantations is surface work with the hoe, and such things as pruning and manuring are very rarely, if ever, heard of. A better system of cultivation, based upon scientific methods, is absolutely necessary to the fullest development of this great industry. Rich as it now is, it can be made immeasurably richer through a liberal and intelligent policy on the part of the government, and a truer appreciation of its capabilities and requirements on the part of the planter.

CIVIL SERVICE REFORM.

In a brief comment upon the views of the Minister of Finance as to the injurious effects of office-seeking, which we made in a recent number, we took occasion to condemn the system now in vogue and to commend the position of the Minister. This was done, not because we believe that office-seeking and office-holding are bad in themselves, but because the system which makes the office a gift in the hands of a minister and its bestowal a matter of policy or convenience rather than a public charge to a man who has proved his fitness to administer it, is a source of great corruption and private as well as political degeneration. A pure and well-administered civil service is a vital element in a representative government, and its abuse can not fail to bring in a series of evils which no nation can be strong enough to successfully withstand. Apropos to the same subject, we are able to give our readers the more detailed views of the same able Minister on this subject, which we extract from his report of the 8th inst.

Whoever examines the regulations of our public departments will be impressed with the absolute necessity of simplifying the service done by them, not only for the prompter dispatch of business, but also to reduce the excessive expense.

There is in the system adopted certain practices or customs which seem to have been invented solely to augment the service in order to justify the creation of utterly useless positions. I have had submitted to me for signature official letters, addressed to the chief of the department, which is in immediate contact with the Minister of Finance and working under the same roof, to authorize him to excuse from service certain of his subordinates who were required on a specified day to appear

in court to testify in a criminal process. It is evident that on the requisition of the proper authority for such attendance I would have been satisfied with a simple verbal communication from the chief who received it. But the official letters were drafted, patently copied and carefully archived in the minutes in accordance with regulations.

Pardon me that I refer to so insignificant a fact; I mention it because it gives an idea of how, in general, the service is organized in all the public departments. In them is spent much time and money that might be better employed. It may be said that the characteristic feature of this multiplicity of *secretarias, directorias, rectorias*, etc., etc., that weigh so heavily on the budget, is that, alongside or above each official, there shall be others to receive or remake whatever he does without these resulting from the collaboration more perfect work. An official is appointed to discharge certain duties and immediately another to facilitate him, and a fiscalizer for this fiscal who, in his turn, is subordinate to a director or chief of section, who has above him the inspector or general director. Imagine a machine with concentric or superimposed wheels to execute uselessly the same movement, and you will have an exact idea of what is the organization of an official bureau.

Aside from the superfluous expense there results the following inconveniences:

1st. The most insignificant business is only resolved after a delay prejudicial to the interested parties and to the state itself, because the papers have to pass through successive examinations.

2nd. All the work is done by a few zealous and official persons while the great majority take their ease, reproducing in phrases already stereotyped what the first have said.

3rd. The responsibility is divided and, consequently, is null, because, as is well known, when there is excess of employees for a common work some rest on the others.

4th. The service in all the departments is, as a general rule, behind hand in consequence of unnecessary complications, useless formalities which, instead of facilitating the dispatch of business, complicate and obscure what in itself is clear and simple.

For the greater regularity of the service and for the economy of the public money we must put an end to such a system, and make a radical reform in every branch of administration.

Let a necessary condition of admission to the more important position be the proof of sufficient capacity in a public competitive examination, and of morality by a severe verification; let time of service determine promotions except in the few positions of immediate confidence; let the officer be well paid, but require of him the same amount of work as in an identical position in private life; trust him until he has been found in fault, but let there be inflexible rigor in the punishment of faults; let those who disoblige themselves be reworded; abolish the absolute and senseless customs and vain formalities; and we shall have the triple result of better service, fewer employees, and reduced expenses.

This however can only be done in a short time, by an accurate study of all the branches of service; by the adoption of a simple, complete, well-matured, general plan which while not omitting the necessary, will eliminate the useless, or that which dispensed with, and which shall be patiently and faithfully put into execution and finally by an impartial, intelligent and severe selection of the functionaries who should be preserved, dismissing the rest.

Various efforts have been made with this end in view, but the improvements that followed them lasted but little time and matters fell back into the old state. All these efforts had a defect that should be corrected. In extinguishing or limiting the force of a department, it has been the custom to preserve to the officials their salaries ordering them to be added to the same or another department.

When the reduction of expenses which was in view is only realized in the course of years, and when the vacancies due to death either suppress the *additio*, or permit them to enter into active service, from whence it follows that until this service the expense which is recognized as useless or excessive continues to be incurred.

There is still another inconvenience. The able, diligent and zealous official rarely fails to be available in the reorganization of a department. And of those who are excluded it can be affirmed with certainty that they have not distinguished themselves by intelligence or by love of work.

And as there is reserved to the *additio* the right of filling the vacancies that may occur, it results that in proportion as the *additio* decrease in number there is an increase of those actually employed who plead incapacity to fulfill their duties, the efficient official being thus substituted by one who cannot supply the fall.

It is well to mention another system, that of retiring on a pension those who, being in excess, have a right to this favor because in this way not only will the expense be lessened by the difference between the pension and the salary at present received, but the vacancies that occur will be filled with better officials.

It is indisputable that the government be authorized at once to proceed to the necessary studies in order that it may offer the legislative body the necessary information for a general reform of the different branches of the public service in the sense of making it more perfect, with the least possible expenditure.

THE UNITED STATES has arranged for a swift steamship service to the Mississippi river. The steamers will have commodious and comfortable accommodations, will be fire proof, and will perform a round trip of twenty-five hundred miles in an average time of three hundred and thirteen hours.

ACCORDING to recently published statistics the Australian and New Zealand colonies have an area of 1,114,554 square miles, and a population of 2,515,521. The commerce of the year 1877 amounted to \$93,595,000, of which the imports were \$48,307,897, and the exports \$45,287,112. At the end of 1877, there were 3,472 1/2 miles of railroad open in these colonies.

RAILROAD NOTES.

—The "Banco Industrial e Mercantil" opened a subscription for the "Campos e Carangola" railway for 2,000,000 on debentures, the loan being designated for the extension of the line and for the consolidation of its actual floating debt. The debentures, of two hundred milreis each, nominal value, were issued at 95% bear nine per cent. annual interest, and are to be entirely liquidated, within fifteen years. The calls for the loan are made in the following manner:

1st.—25 per cent. on subscribing.
2nd.—25 per cent. up to the 31st of July.
3rd.—25 per cent. up to the 31st of October.
4th.—25 per cent. up to the 31st of Jan., 1880.
The loan has been all subscribed.

—Late telegrams announce the beginning of construction on the Bahia Central railway, now belonging to a company organized in London under the name of the "Bahia Central Bahia Railway Co."

In order to begin work on its line, this company recently had the sum of £246,000 by the issue of 140 shares of £120 nominal value and 3,000 shares, of £20 each, of its capital stock upon which the government guarantees interest at seven per cent. per annum. This road starts from São Felix, a point on the branch line between Bahia and Santa Anna, and is designed to run to Lencóis, a distance of about 150 miles. The road is, in fact, a continuation of the line formerly projected by the extinct "Paraguassu Railway Co."

Critics evidently regret of the bargain the made in 1874 when she yielded territory to Bolivia, stipulating that none of her subjects residing therein should be subject to taxation. Bolivia has violated the spirit of this contract by taxing the valuable property of a Chilean company in the ceded district, but as she is the weaker power, Chile has resolved to occupy the territory and consider the question of right afterward. The conflict cannot last long unless Peru becomes embroiled, when the South Pacific coast would rebound with the pomp and circumstance of war, and somebody would probably get killed.—*New York Tribune*.

THE CANADIAN government has adopted the protective system, principally in retaliation for the refusal of the United States to enter into a reciprocity treaty. The duties, especially on the imports from the United States, are largely increased.

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